



Amtrak in Colorado

Fiscal Year 2025



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **4 intercity trains per day** on 2 permanent routes and 1 seasonal route serving Colorado, with **297,692 total passengers** boarding or alighting in the state.¹ Permanent service was provided via the following routes:²

- **Long-Distance Trains**
 - **California Zephyr** — Emeryville (*San Francisco Bay area*) - Salt Lake City - Grand Junction - Glenwood Springs - Denver - Lincoln - Omaha - Chicago (*1 round trip daily*)
 - **Southwest Chief** — Los Angeles - Flagstaff - Albuquerque - Trinidad - La Junta - Topeka - Lawrence - Kansas City - Chicago (*1 round trip daily*)
- **Seasonal Service**
 - **Winter Park Express** — Denver - Winter Park - Fraser-Winter Park (*1 round trip daily, 5 times weekly in FY 2025*)

Amtrak operates The **Winter Park Express**, a seasonal "ski train" that runs several times weekly between Denver and Winter Park, in partnership with the Winter Park Resort and the Colorado Department of Transportation (CDOT). The 2024-25 winter season was the first year the CDOT partnered with the *Winter Park Express* to lower ticket prices, expand service to five weekly trips and extend the route several miles to the west to the nearby town of Fraser. Through that partnership, the *Winter Park Express* saw ridership increase by more than 150 percent. CDOT is again partnering with Winter Park to build on that success and make mountain train travel more convenient and accessible in FY26.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in Colorado), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.



Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 10 locations in Colorado:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ³
Denver (DEN)	151,915	Partial	Complete	—
Ft. Morgan (FMG)	3,623	Sole	FY 26	\$3,984,419
Glenwood Springs (GSC)	42,841	Sole	FY 27	\$5,673,011
Granby (GRA)	3,682	Partial	FY 26	\$7,133,794
Grand Junction (GJT)	27,402	Partial	FY 29	\$6,471,106
La Junta (LAJ)	6,247	Sole	FY 26	\$3,775,117
Lamar (LMR)	1,406	Partial	Complete	\$290,612
Trinidad (TRI)	6,917	Sole	Complete	\$114,437
Winter Park Ski Resort (WPR)	41,134	None	N/A	—
Winter Park/Fraser (WIP)	12,525	Sole	FY 27	\$5,605,642
Total:	297,692	9/10	In Progress	\$33,048,138

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 382 communities nationwide, including a **\$33.0 million investment in Colorado**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak maintains **crew bases** in Denver and La Junta.

Host Railroads & On Time Performance

Outside the Boston-to-Washington, DC, Northeast Corridor (NEC), most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they

³ “Amtrak ADA Investment” describes Amtrak’s projected total investment in compliance work over the lifetime of ADASP.

own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the permanent Amtrak routes that operate in Colorado, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁴ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>California Zephyr</i>	BNSF, Union Pacific	53.2%
<i>Southwest Chief</i>	BNSF	33.4%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 151,815 members listing an address in Colorado. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$52.3 million** went to vendors in Colorado:

Community	Amount Spent
Lakewood	\$20,522,902
Denver	\$20,095,534
Longmont	\$8,159,533
Grand Junction	\$874,347
La Junta	\$855,424
Englewood	\$333,851
Littleton	\$282,933
Thornton	\$278,500
Palisade	\$244,351
Colorado Springs	\$202,329
Santa Clara	\$99,750
Montrose	\$68,445
Fruita	\$55,967
Pueblo	\$50,556
Glenwood Springs	\$26,236

⁴ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount Spent
All Others <\$25k	\$113,266
Total Payments	\$52,263,923

The single largest in-state payment category was **supplies for various maintenance, repair, or operations (MRO) needs**.

Employment & Compensation

At the end of FY 2025, **68 Amtrak employees** lived in Colorado, and the company had paid out a total of **\$7,069,307 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in Colorado

